

LONELY SEA SPOTS

**SOLITUDES OF THE OCEAN THAT
ARE SELDOM TRAVERSED.**

**Ships Go on Established Routes From
Port to Port as the
Crow Flies.**

There are deserts on the ocean as well as on the dry land—vast wastes upon which the eye of man has never rested and which have seldom, if ever, been crossed by the ships of commerce. The waves on these wastes have never been parted by the prow of a sailing vessel or lashed by the propeller of a steamer; immense solitudes

These deserts lie forgotten betwixt the narrow ocean highways traveled by vessels. In such waste places of the sea a disabled ship, driven out of its course by a hurricane, may drift for months, tossed by the waves, until the ground swell, without being able to haul anchor, dashes her against the shore. It is the possibility that, some time, some

More of a Desert Than Ever.

It is generally supposed that by reason of the universal increase of maritime traffic the sea is everywhere furrowed by ve-

has grown enormously during the last half century, but that development is due to the substitution of steam navigation for the old-fashioned employment of sailing

advent of the screw propeller they began to decrease. The gradual but constant disappearance of sailing ships made the ocean more of a desert than before. Sailing

The gaps between the routes taken by the outward-bound and homeward-bound ships were often considerable. Moreover, the casual elements not infrequently played the mischievous part of nautical instruments, and as a result the field of operation for ocean shipping was vastly expanded.

This is no longer true today. The liner goes straight ahead, in defiance of wind and wave, the ports between which she plies are great industrial or commercial centers, and there are some passenger railroads, serving as prolongations of the lines of navigation. Freight cars carry their

The ocean highways are, therefore, anything but numerous. The most frequented

There is only one desert zone—a dreary waste of waters between the routes from Europe to the United States or Canada, and those from Europe to the Antilles. In the south, between the routes from South America or the western American coast and those from some of the islands, the desert occasionally traversed by the steamers of the lines from Cape Town and Mozambique, which, when the coffee season is at its height in Brazil, cross the Atlantic for cargoes at Rio Janeiro and Santos.

The Indian ocean is frequented only in the north by lines out of India and Indo-China, and a little in the west by liners from Oceania, which call at Colombia, and

lines, each with a steamship a month, follow a slender lane from Australia to Cape Town. The Pacific is the Sahara of the great seas. Saving only the steamships from the far east to California and British Columbia, a line from Sydney to San Francisco, and a one-horse line (with sailings four or five times a year) between Tahiti and the United States—save for these mere Arabian-like streaks in the desert. The only native canoes fly daringly from island to island in archipelagos girt round with coral reefs—veritable ocean grave-

How many ships of which we have received no tidings, and of which not so much as a drifting spar has ever been picked up, have been dragged by irresistible winds

Penalties for Financial Crimes.
From the Atlantic.

One of the commonest ways of giving fictitious value to stock, and of selling large quantities of worthless certificates, is by paying large dividends not out of the actual earnings of the company, but out of the money paid by stockholders for their stock. Stockholders and others, believing

from these dividends that the company is actually prosperous and earning money, either increase their holdings or buy stock at high prices, only to find later that it is

the directors of a corporation who perpetrate this swindle are guilty simply of a misdemeanor. Equally serious is the action of directors in knowingly making and publishing false statements or reports as to the financial condition of the company of which they are members. The maker of such a statement is a promoter, and the promoter of a corporation is liable for the fraud which he perpetrates in connection with the corporation after being sentenced to hard labor for issuing false balance sheets of the wrecked London and Globe finance corporation) was convicted in England under a statute substantially similar to this section

even years' penal servitude. Under this New York law the maximum penalty which he could have received would have been one year's imprisonment or a fine of \$500.

book beyond the offender himself to consider the welfare of the community. If, for example, a man steals, and his relatives repay the amount of the theft, in America that is the end of the matter, and the offense committed against criminal law is considered as a protection for the public is entirely negligible. The greatest bank wreck in American criminal history now lives in New York City. He has been in jail for a defalcation of \$6,000,000. The indictments against him were all dismissed a few years ago. He even seems to

on, and the society columns of the New York Times, commenting some time ago upon a reception at his New York home, alluded with becoming gravity to certain

Storks Have No Voices.

from the Chicago Chronicle.

Storks are not often seen on the American continent, but are commonly found in nearly all of the countries of Europe. In Holland, where they are particularly numerous and are protected by law, their nests are generally on the summit of a tall post, but up on purpose for them, on which is

man has one such post in his grounds with-
a sight of his library window, but he im-
proves on the cart wheel by having an iron

nd of June, a solitary young stork used to come daily and inspect this framework. It was seen there one day standing in an empty receptacle, evidently for the purpose of ascertaining if the house was empty, and then, complaining the view and wondering if the constraints are all right. The verdict was apparently favorable, for the next season saw the nest occupied by the newly wedded pair. Their power of ascent is great, and on hot days they ascend in spiral circles, hardly moving their broad black wings, till they look no bigger than flies. After the young are

Storks have no voice. The only noise they make is "klappering" (snapping their

turning back the head until the upper mandible rests on the back, but occasionally "klappering" is performed with the head and bill in the former position.